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A Statistical Account of the Municipal Provisions for Paving, Lighting, and Cleansing the Streets and Public Places of the Metropolis, and for Protecting them from Nuisances. By JOSEPH FLETCHER, Esq., Barrister at Law, Honorary Secretary.

[Read before the Statistical Society of London, June 15, 1846.]

THE present state of investigation, discussion, and legislation, on the sanatory condition of our large towns, will give some degree of interest, and, I hope, of utility, to the following statistical outline of the provisions for paving, lighting, cleansing, and preventing nuisances in, the streets and public places of the Metropolis. The existing evils, the mode in which they operate to the public injury, the crying necessity for their removal, and the physical, moral, and consequently pecuniary benefits which would hence arise, have been traced through every channel of evidence, with zeal, with science, and with a heartfelt desire for the public weal. But we are now sensible of delay at the threshold of expectation in regard to legislative results; and my own habits and occupations have led me to attribute some part of this delay to the want of fuller examination into the constitution, powers, funds, and operations of the authorities already charged with the duties of sanatory police, as now imperfectly defined;—authorities upon which the exercise of nearly all new authority will devolve, unless superseded in a general revision of the municipal system which has grown up during the last two centuries, under innumerable local Acts. These Acts have created an extraordinary number of separate corporations, of various organization, dissimilar powers, and arbitrary limits, which are monuments of the local energies that gave them birth, and maintain them in an existence of considerable efficiency, notwithstanding the nature of their conflicting powers, and the general wastefulness of their management.

Whether any improvement in these bodies can be effected or not, it is equally important that they should be understood, for the Legislature cannot overlook the existence of authorities which it has constituted. It cannot, even, refuse to entrust to them the powers which it may newly create, unless their unfitness to wield them be demonstrable and demonstrated; for such powers must bring new burdens, of however limited amount, upon the rate-payers. These will not regard with complacency the multiplication of offices; and the existing authorities, anticipative of local uneasiness, and desirous to avoid trouble, will always throw into the scale the dead weight of their opposition to any general measures of improvement; a weight that is likely to preponderate, so long as their credit and efficiency as administrative bodies is unimpeached and unexamined. It was in anticipation of this difficulty that I obtained permission to lay before you on several former occasions, statistical accounts of the provisions for sewerage, and the supply of water in the Metropolis; and I now beg to submit the following outline, which completes the account of the existing system of managing the streets and sub-ways of London, so far as it can be derived from public documents. These are so various and scattered, that to have collected the results within readable compass will not have been a futile labour; and even the defects of the several statements, arising, as they do, from absolute want of recorded

evidence, will suggest the necessity of new inquiries, which I hope will not long be delayed.

Nor are the particulars thus collected of merely local interest. They exemplify the principles and practice of the like bodies in the large towns of England generally. And few classes of facts can throw more important light upon the "condition and prospects of society," than those which elucidate the constitution and operation of its local institutions. The "occasion" of their production is temporary, but such value as they possess, to one great end, is permanent. I have first described the state of things in the city of London, because its example has in the main been followed by the rest of the Metropolis, and the provincial cities have then followed in the like train.

Ancient Street Regulations and Tolls in the "City."

The "citizens" have devoted unceasing solicitude to the paving, cleansing, and lighting of the streets, from the date of their earliest records. In these we soon find the existence of a prescriptive custom of imposing a scot or rate for the maintenance of the streets and public places, the property in the soil of which was expressly granted to the corporation by the charters of Henry VI. and Charles I., though in all probability these charters were in this respect but confirmations of a prescriptive right. We find also customs of very early origin regulating the streets in regard to nuisances, obstructions, and the preservation of conduits; and anciently a charge was annually given to each alderman as to the care of his ward, directing him to see that the inhabitants hung forth lights, as in old time accustomed; that scavengers and a raker to make clean the streets and lanes of the ward, be appointed and paid; and that all the streets and lanes shall be from time to time cleansed and clearly voided of ordure, dung, mire, rubbish, and other filthy things whatsoever that be to the annoyance of the king's majesty's subjects*. To keep the carriage-ways, such as they were, from being absolutely destroyed, it was ordered, too, that "no carts shod with sprig-nails should come upon them; and that "no carts or cars using daily carriage in the city should have wheels shod with iron, but bare, under pain of six shillings†."

A principal source of income for the maintenance of the streets, and once, probably, of the gates and walls of the city, appears always to have been the prescriptive tolls which are still taken at the several gates, bars, or entrances, into the city and liberties, notwithstanding that the objects for which they appear to have been always levied, have long been otherwise provided for, so as to leave it difficult to find any express service on the ground of which to justify their continued collection, as all prescriptive tolls require in law to be justified.

The street tolls are payable on all carts not the property of freemen, on entering or leaving the liberties of the city, according to the annexed schedule. These tolls are leased for periods of three years by the corporation.

Strictly the duty is payable on non-freemen's goods, even if in a freeman's cart, but in practice the freemen's carts pay nothing, however loaded. These tolls are not levied in Southwark.

They are receivable according to the following schedule:

For every wayne, waggon, country cart, dray, or tumbrel coming into the

* Precept to the Aldermen, Bohun, p. 384.

† Bohun, p. 108.

liberties of the city of London laden with goods, wares, or merchandise (except those which shall be the property of persons exempt by law from the payment thereof), 2d.

For every such wayne, waggon, country cart, dray, or tumbrel going out of the liberties aforesaid so laden (except as aforesaid), 2d.

For every city cart coming into the liberties aforesaid, within the district aforesaid, laden with foreigners' goods (except as aforesaid), 1d.

For every city cart going out of the liberties aforesaid, from within the district aforesaid, so laden (except as aforesaid), 1d.

The inhabitants of the manor of Hendon claim an exemption from the street and market tolls, which is allowed by the corporation.

This exemption is grounded on a charter of Henry III., by which the inhabitants of Hendon are freed from all tolls in every fair and market, and over every bridge and in every way and water, and also by sea, for themselves and their wares; confirmed by several subsequent charters of like effect*.

There are six districts for the collection of these tolls, viz., Fleet, Holborn, Smithfield, Aldersgate, Bishopsgate, and Whitechapel. Their total produce to the city's cash, in 1833, was £3490; and in 1842, it appears to have been £4795; but these sums do not represent the total charge upon the public, which is more by the amount of the profits of the renters, added to the heavy cost of collection, of which the corporation accounts afford no estimate, but which must render the whole a very unprofitable as well as vexatious charge. These tolls, have, however, been in some degree restored to their original purpose by a recent Act of the 1st and 2nd Vic., c. 83, "for making a new Street from Holborn Bridge towards Clerkenwell Green."

Modern Management of the City Streets, under the Commissioners of Sewers.

The manner in which the paving, cleansing, and lighting of the streets in the City, subsequent to the great fire, became vested in the Committee of Common Council, who are also Commissioners of Sewers, has already been described, in my account of the municipal provisions for the sewerage of the metropolis.

These Commissioners may cause any of the streets in the city and liberties to be newly paved or repaired, whenever and in such manner as they think fit; half the estimated expense of new streets into private property being defrayed by the owners. The whole arrangement of pavements, channels, surface-levels, gas and water-pipes, posts and bars, and of steps, bulks, show-glasses, show-boards, balconies, windows, and stall-boards, encroaching upon the footways, as also of entrances from the footways into vaults and cellars, and of the names at the corners of streets, is vested in that body. They may make orders for whatever repairs they may deem requisite; but without their permission, not even the Gas and Water Companies may have up any pavements in the principal streets between the hours of 8 A.M. and 6 P.M.

The Commissioners are empowered to take down all signs and sign-posts, balconies, pent-houses, show-boards, spouts, and gutters projecting into the streets, and all other encroachments, projections, and annoyances whatever, and affix the same, or such parts as they think fit, flat on the fronts of the houses to which they belong, returning to the owners so much as shall not be put up again or other-

* Second Report, Corporation Commissioners, Appendix Part I., p. 203.

wise used in the alteration ; and all persons newly making such encroachments are subjected to a penalty of £5, and £1 for every day of its continuance. Cranes, however, may be used on street fronts, if, when not in actual use, they are turned back and kept close to the walls. Carts or waggons standing more than an hour, or placed athwart, in any street, or remaining longer than necessary to load or unload, or any other thing obstructing the free passage, may be removed by the officers of the Commissioners to the common city pound, called the Green Yard, to be there kept until claimed, and a fine of 20s., with the expenses of removal, paid ; and in default of the same being paid within three days, the Commissioners are authorized to order the same, or a sufficient part, to be sold to pay the penalty and expenses. This provision is likewise extended to all unlicensed hoards, or other erections, in the streets for building or any other purpose, the penalty being increased to £5 ; and rubbish deposited in the streets may be removed whenever the Commissioners think proper, at the expense of the offender, who is likewise subject to a penalty of 20s.

Altering the form of the pavement, or breaking it up, without the express authority of the Commissioners, except for the purpose of taking up, laying down, or repairing any water-pipe, subjects the offender to a penalty of £5, over and above the expense of relaying the same, according to the Commissioners' directions ; but on the complaint in writing of any two householders to the Commissioners of any defect or want of repair in any of the pavements, the Commissioners must have the same inspected by their surveyor, and on the same being reported defective, give orders to their contractors or paviours to repair it ; which order must be executed within four days after its receipt, under a penalty of 20s. per day. Water and Gas Companies must perform any repairs required to their pipes on notice from the Commissioners ; and both they and private persons permitted to open the pavement for the purpose of making drains, having completed their task, and rammed down the earth, must give immediate notice to the paviour of the Commissioners, who must relay the pavement that has been disturbed, unless, in the case of the Water Companies, it has been relayed by their own paviour. The Commissioners may have the streets watered as often as they think fit, and cause wells to be dug and pumps erected for the purpose. They must provide conveniences for the deposit of dust or ashes by their scavengers or rakers. Any one depositing dirt in the streets is liable to a penalty of 10s. ; and every householder must cause the footway before his house to be scraped, swept, or cleansed every day before ten o'clock in the forenoon. The lighting of the streets is entirely under the order of the Commissioners : the accidental breaking of a lamp makes the party concerned liable to repair the damage ; and if it were wilful, to a further penalty of 20s. ; and lamps put up in any of the streets by private persons are equally under the regulation of the Commissioners. Night carts are not allowed to begin taking away night soil from any house before eleven o'clock at night, and must leave off at five in the morning ; and the men employed must exercise every care, or be immediately committed to Bridewell for any time not exceeding one month nor less than ten days, a reward of from 5s. to 20s. being given to the informer. Various other regulations are made for order and decency in the streets by the statutes under which the Commissioners act ; but they are in effect included in the provisions of the Police Act, or in those hereafter quoted, p. 216, or are more strongly enforced in the General Paving Act of the metropolis, p. 213.

The consolidated rate is levied by the Commissioners to defray the cost of the paving, lighting, and cleansing ; and according to the estimate of what they shall want for the year, they issue precepts to the Common Councilmen of the several wards to make a rate on a stated scale per pound, within the legal limit of 1s. 6d., and have it collected by the ward collectors specially appointed to this duty. All the works under this commission are done under public competition, whether paving, cleansing, or lighting ; but as there are only two companies which can effect the latter by coal gas, the contracts in this department are not much influenced by it. For scavenging it has been customary to divide the city into fourteen districts ; but under the existing contract (October, 1843) these are consolidated, and the contractor is required to use the new sweeping machine, which, by

means of revolving brushes, at the rear of a low cart, keeps the thoroughfares in a state of cleanliness which hand labour could not accomplish. The scavenging, instead of costing about £4000 per annum, as at present, used to afford a profit of £5000 per annum, before the value of the small cinders contained in the ashes of the inhabitants (which the contracting scavengers alone were allowed to remove) was nearly extinguished by the use of cheap small coal in the making and burning of bricks. The expense of lighting the city with oil used to be about £9000; and the gas lighting of the whole is done for about £10,000. The Gas Companies keep the pipes in repair and make the communications. The lamps belong to the Commissioners. The length of the ways under their superintendence has been estimated at nearly fifty miles. The income of the Consolidated Rate Fund in 1833 was £54,937 12s., and the expenditure, £51,300 10s. 1d.

The following is the account for the year ended at Michaelmas, 1844:—

An Account of Monies received and paid by the Chamberlain of the City of London, in the Year ending 29th September, 1844, for Paving, Cleansing, and Lighting, the said City and Liberties, pursuant to the several Acts of Parliament of 11 Geo. III., c. 29; 33 Geo. III., c. 75; 57 Geo. III., c. 29; and 4 Geo. IV., c. 114.

<i>Dr.</i>	<i>£ s. d.</i>
Balance in hand on 29th September, 1843 (as per statement delivered to the Honourable House of Commons, 11th July, 1844)	6,920 11 0
To cash further on account of rates and assessments made by virtue of the said Acts, in respect of the year ending at Michaelmas, 1840, 1841, and 1842, respectively.....	916 14 8½
To ditto further on account of the said rates for the year ending at Michaelmas, 1843	26,730 16 3
To ditto on account of the said rates for the year ending Michaelmas, 1844	20,300 16 0½
To fines levied on persons for neglect of duty in cleansing, and for causing obstructions and annoyances in the several streets of the said city	52 11 0
To compositions for paving, &c.	1,267 15 7
	<hr/>
	<i>£56,189 4 7</i>
<i>Cr.</i>	
By the expense of paving and repairing the pavement in the several streets of the said city	20,706 5 0
By ditto of cleansing ditto	3,826 12 6
By ditto of lighting ditto	10,599 11 0
By sundry artificers employed in the works directed by the said Acts	846 13 0
By salaries to officers employed in the execution of the said Acts	2,446 3 8
By wages to workmen for breaking and dressing stone	901 5 9
By sundry incidental charges, stamps, stationery, &c.	1,224 0 2
By life annuities granted under Act 57 Geo. III.	2,547 0 0
By law expenses.....	258 13 0
By purchase of ground thrown into the public streets.....	2,164 15 0
By cash transferred in aid of the sewers' account, per order of Commissioners	9,000 0 0
	<hr/>
	<i>54,520 19 1</i>
Balance in hand on 29th September, 1844.....	<i>1,668 5 6</i>
	<hr/>
	<i>£56,189 4 7</i>

A trifling addition to this expenditure, for paving, cleansing, and lighting in the city, is made on account of a petty trust under the 57th of George III., for the improvement of Christopher Court, St. Martin's-le-Grand, the income of which, in 1833, was £25, and the expenditure £935 4s.

Trusts for the management of the Metropolitan Streets, without the Limits of the "City."

The sums contained in the preceding account are very large, but of the economy of the expenditure we have no means of judging. In no department, indeed, of the municipal economy of the Metropolis, is the Corporation Commissioners' Report more defective than in this. The Commissioners did not interpret the terms of their instructions, "to inquire into the several local jurisdictions existing within the limits of all *corporate towns*," to prescribe investigations without the "city," though the latter by itself seems scarcely to form a "corporate town," in the sense of the Commission, which evidently contemplated the *whole* of every town in which there existed a municipal corporation; a sense in which they were read in every other city and borough.

In the reports upon other cities, the supplemental trusts for paving, cleansing, lighting, &c., which have grown up around the old corporations, are briefly described. But not a word is to be found concerning the crowd of such trusts under which each successively created suburb of London, beyond the city and liberties, fell, so soon as the absence of all provision for these commonest services became intolerable. Until the institution of the new police, the local watch was also under the charge of these trusts; but since its withdrawal their powers are limited to precisely the same services for which the consolidated rate is levied by the City Commissioners of Sewers; viz., the paving, lighting, and cleansing only of the streets.

A large proportion of them are simply the Vestries of the parishes, or committees of those vestries, infected with all the vices exhibited by the parliamentary inquiry concerning vestries in 1830; the Act of the 1st and 2nd of William IV., c. 76, commonly called Hobhouse's Act, establishing popularly chosen select vestries (elected by lists in gross) having been adopted only by five parishes in the Metropolis; viz., those of St. George Hanover-square, St. James Westminster, St. John the Evangelist Westminster, St. Marylebone, and St. Pancras. All the other parishes, in which there are select vestries, have them regulated either by express local Acts, or by the 59th of George III., c. 12, permitting and regulating the appointment of a permanent committee out of each vestry; not, however, until the 58th of George III., c. 68, under which the open vestries still remain, had re-modelled the constitution of these, by giving to every rate-payer assessed at more than £50, a vote for every additional £25, to the number of six.

In many parishes, however, the paving, cleansing, and lighting, and the levying of rates to meet these services, is vested, not in the vestries, but in Boards of Commissioners or Trustees, by local acts, which generally require various qualifications, by property or rating, for both electors and elected; and in some instances the qualification constitutes a commissioner or trustee without any election. Nor are these special trusts under local Acts restricted to the limits of any particular parish;

some of them, like those of the east and west divisions of Southwark, comprising several entire parishes; and others, parts of different parishes, or only a portion of one.

The principal parochial and other trusts regulating the paving, lighting, and cleansing of their several districts, which made returns of their expenditure to Parliament in 1813 and 1825, are the following:—In the *West* of London, those of the parishes of St. Clement Danes; St. Mary-le-Strand; St. Martin in the Fields; St. Paul, Covent Garden; St. George, Hanover-square; St. James, Westminster; St. Margaret, Westminster; St. John the Evangelist, Westminster; St. Anne, Westminster; St. Marylebone; and the Savoy Precinct; with the minor district of the South-west of St. Pancras; Grosvenor-square; Berkeley-square; part of St. John's, Westminster; and the dispersed streets, eight in number, under the direct management of the Commissioners for Paving, &c., in Westminster, under the 11th George III., c. 22:—in the *North* of London, those of the parishes of St. Andrew, Holborn above Bars; St. George the Martyr, Middlesex; St. Sepulchre, Middlesex; St. Bartholomew the Great and Less; St. Giles in the Fields, and St. George, Bloomsbury; St. John, Clerkenwell; St. James, Clerkenwell; St. Luke's, Middlesex; St. Mary, Islington; St. Leonard, Shoreditch; and Christchurch, Spitalfields; with the minor districts of Red Lion-square; Charter House-square; the Rolls Liberty; Ely-place, Holborn; Middle-row; and the Liberty of Saffron-hill, Hatton-garden, and Ely-rents:—In the *East* of London, those of the parishes of Trinity Minories, Christchurch, Middlesex; St. Mary, Whitechapel; St. Paul, Shadwell; St. Anne, Limehouse; St. John, Wapping; All Saints, Poplar; Hackney; St. Matthew Bethnal-green; St. George in the East; St. Botolph Without Aldgate; the hamlets of Ratcliffe, Mile-end Old Town, and Mile-end New Town; the precinct of St. Catherine; the Liberty of Norton Folgate; and the minor districts of the Old Artillery-ground; Church Lane; Goodman's-fields; Ratcliffe-pavement; Wapping-pavement; Shoreditch High-street; the Commercial-road; Rosemary-Lane; Whitechapel High-street; and Whitechapel-road Side:—and in the *South* of London, those of the parishes of Christchurch and St. Thomas, and the Clink Liberty, together with the East and West Divisions of Southwark*.

A subsequent return, in March, 1831, including the suburban turnpike-roads, adds nearly 60 to the above list of trusts, levying rates and tolls upon the inhabitants, and having a separate and independent management; being the greater number of those independent of parochial limits, viz.:—

Parliament-street, Bridge-street, Old and New Palace Yard.	St. James's Burial Ground, Hampstead Road.
Tothill Fields District, St. Margaret, and St. John	Calthorpe Estate.
Milbank Road.	Upper Liberty of St. Andrew, Holborn.
Vauxhall Bridge Road.	Doughty Estate.
Grosvenor Place Trust.	Foundling Estate.
Regent Street, Regent's Park, and Carl- ton Terrace.	Swinton Estate.
Interior of St. James's Park.	South-West District.
St. James's Square Trust.	Southampton Paving.
	Bedford Estate.
	Skinner's Estate.

* Sess. 1813-14, No. 355. Sess. 1825, No. 240.

Lucas Estate.	Lincoln's-Inn-Fields.
Harrison Estate.	Waterside Division.
Battle Bridge.	Grange Road Division.
Somers' Town.	Russell Street Division.
Brewer's Estate.	Long Lane Division.
Pancras Union Estates.	Camberwell New Trust.
Camden Town.	Camberwell Old Trust.
Hamlet of Kentish Town.	Peckham Old Trust.
Hamlet of Highgate.	Clapham Road Trust.
Holmes' Estate.	Kent Road Trust.
St. John's District of Clerkenwell.	Surrey New Road Trust.
Charter House Square.	Wandsworth Road Trust.
Mile-End Road Trust.	Lambeth Wyke Trust.
Commercial Road Trust.	Lambeth Improvement Act Trust.
East India Docks.	Brixton Road Trust.
West India Docks.	Walworth Road Trust.
London Docks.	Holland Street Trust.
St. Catherine's Docks.	Upper Ground Street Trust.
Hans Place.	South District of St. George.
Hans Town.	

The local statutes, under which all these petty corporations act, are far too voluminous and uninteresting for present dissection. The general constitution of such bodies, their endowment with powers to levy rates or tolls upon the public, and their ordinary encumbrance with debts incurred on the faith of such powers, are too well known to need explanation; while the differences between one and another of them, though very great, will not command attention, because of the comparative insignificance of each taken separately.

Nearly all the works under these trusts, as under the Commissioners of Sewers, are professedly done by public contract, whether in lighting, paving, or cleansing.

Lighting and Cleansing throughout the Metropolis.

The beautiful invention by which our towns are now illuminated with coal gas, reduces the labours of the several local authorities in this department of the public service, to little more than making a contract with the several Gas Companies existing under Acts of Parliament. So recent is the application of this gas, even in London, to the public lighting of the streets, that it was not until after an investigation before a committee of the House of Commons, in 1809, that certain persons were incorporated, "for procuring coke, oil, tar, pitch, ammoniacal liquor, essential oil, and inflammable air from coal;" and so late as 1814 there was in London only one gasometer, situated in Peter-street, Westminster, which belonged to the Chartered Company, as this association was then called, and could contain only 14,000 cubic feet of gas. At the time of the parliamentary inquiries in 1822, however, which finally established the safety of this means of illumination, there were four different companies, each having several distinct establishments, with 47 gasometers, capable of containing 917,940 cubic feet of gas. There were 1315 retorts, consuming annually 33,000 chaldrons of coal in the year, and producing 41,000 chaldrons of coke; the whole quantity of gas generated annually being upwards of 397,000,000 of cubic feet, supplied to 61,203 private, and 7268 public or street lamps. In addition to these great companies, placed by legislative enactment under the control of the Secretary of State, there

were then in the Metropolis several private companies, whose operations are not included in the foregoing statements*.

Between 1822 and 1827, the quantity of gas produced and consumed in London was nearly doubled; and between 1827 and 1837, it was doubled again. There are now twelve companies, having eighteen works, and employing a capital of £2,800,000 in works, pipes, tanks, gas-holders, and apparatus; the number of persons employed in this trade being about 2500, besides 380 lamp-lighters. The quantity of coal used per day when the nights are longest, is 890 tons; and about 7,120,000 cubic feet of gas are used in that of the 24th of December. The yearly consumption of coals in making the gas is about 180,000 tons; and the number of cubic feet produced, 1,460,000,000. The number of street lamps supplied in the city is about 2650, but the number in the whole Metropolis is not less than 30,400; and gas is likewise supplied to about 134,300 burners belonging to about 40,000 private consumers. The number of gas-holders is 176, several of them double, and the whole capable of containing 5,500,000 cubic feet. The yearly receipts of the companies amount to about £450,000. For the latter statistical details, we are indebted to Joseph Hedley, Esq., engineer of the Alliance Gas-works, Dublin, who has long endeavoured to induce the Directors of the London Gas-works to employ a better coal, and generate a more richly carburetted gas, which, in much smaller quantity, would give as brilliant a light, without heating the apartments unpleasantly, as their highly hydrogenated gas now does†.

Notwithstanding that the want of any general municipal authority has caused the relinquishment of the street lighting into the hands of private companies, it can scarcely be considered a fit subject for private enterprise, compatibly with the interests of the public. No Gas Company can render its supplies except by making use of the public ways for the underground conveyance of its pipes, to lay down which each has power to break up the pavements; where rival companies have pipes in the same thoroughfares, it is a strange waste of capital, and a constant detriment to the condition of the street, owing to the multiplied frequency of removing the pavement to get at them; and compromise soon puts an end to the supposed advantages of competition. If one company's pipes alone be laid down, that company has a monopoly of the supply; and thus, in any case, the local authorities are forced to become, either the protectors of a monopoly against themselves and their constituents, or surrender their streets to be destroyed by a foolish competition, which can never advantage the public, when the capitals thrown away are enormous, and the parties too few to refrain for any length of time from compromise. The experience of the Water Companies, which hold an analogous position, will more fully shew the impropriety of surrendering these services entirely to private enterprise, which thus becomes superior to the public interest, instead of remaining subservient to it.

With regard to cleansing, however, the defects of the existing system, or rather want of system, produce too serious an effect upon the public health to escape general notice; for the officers of the

* Report of Sir W. Congreve, Bart., to the Secretary of State for the Home Department, Parliamentary Papers, Sess. 1823, No. 193.

† See Ure's *Dit. Arts, &c.*, p. 302.

Commissioners of Sewers whose jurisdiction comprises the most unhealthy quarters of the town, rebut the charges against them, by asserting that fevers are caused by the filth which remains unremoved around the habitations of the poor. There can be no doubt, after a glance at the testimony to the state of those districts, contained in the Health of Towns Commissioners' Report, that the local authorities for cleansing, are in fault; and it is much to be regretted, that one branch of police, that directed against trades and professions injurious to the public health, has been of late years so much neglected, though formerly the subject of great vigilance. An ordinance of so early a date as the 16th of Edward I. is directed against the nuisance of coal smoke, which then arose from the burning of lime with sea-coal instead of wood, as formerly, by which the air was affected and corrupted*. By another, of the 44th of Edward III., the butchers of London are forbidden to slaughter cattle within the city, or throw entrails into the river Thames, on forfeiture of the carcase, and imprisonment†; but by the 12th of Richard II., c. 13, it was provided that the butchers of London should erect a slaughter-house on the banks of the Thames, and thither carry off their offals, which, when cut into pieces, should be carried in boats, and, at the ebb tide, cast into the river‡. In the 16th of the same reign, however, the more rigid regulations were again enacted, and reinforced in the 4th of Henry IV. and 4th of Henry VII., when the prohibition against slaughtering animals within the city was extended to every walled town in the kingdom, with the exception of Berwick and Carlisle; by which it is plainly seen that only the dangers of actual war could justify a suspension of this wholesome regulation‡. And yet with all these early examples of their removal, now the nuisances arising from shambles and smoke are infinitely more grievous than ever; to say nothing of the manufactories, the gas-works, and every other deteriorating influence upon the air in the neighbourhoods into which the poorer classes are commonly huddled.

Endeavours of Parliament to bring the Street Trusts into a common System of Action.

Of the wisdom and economy of the various parochial and other local trusts without the City, in regard to the paving of their several districts, we have no documentary evidence, but we hear much which is not praise; and the wretched state to which the thoroughfares under their management were reduced, during the greatest mutual competition of the Water and Gas Companies, compelled a parliamentary inquiry, out of which arose the present Paving Act of the Metropolis, which gives some degree of uniformity to the proceedings of these bodies, whether styled Commissioners, Trustees, or Vestrymen. Whatever might be the defects of the City system of management, with regard to the streets, it was obviously, even at the period of this inquiry, a model of extended and effective authority, compared with anything beyond its jurisdiction; and, accordingly, the Metropo-

* Patent Roll, 16 Ed. I., Sanatory Report of the Poor Law Commissioners, p. 291.

† Rot. Claus., 44 Ed. III. Ibid, p. 292.

‡ Rot. Parl., 16 Ric. II. Ibid, p. 293.

litan Paving Act of the 57th of Geo. III. c. 29., commonly called " Michael Angelo Taylor's Act," endeavours to give to the local boards without the City as much as possible of the form, powers, and procedure of the Commissioners of Sewers, exercising the like functions within the City. The provisions of this statute apply to the Cities of London and Westminster, and the liberties thereof, the parishes included within the Bills of Mortality, and those of St. Pancras and Marylebone. It begins by reciting the inconvenience arising from the variety of local trusts for paving, repairing, and regulating the streets of the Metropolis. It empowers the commissioners, trustees, or other persons having the control of the pavements in every district within the limits of the Act, to appoint a sufficient number of housekeepers in each district as surveyors of pavements, removable at the Commissioners' pleasure ; and boards are required to be placed in conspicuous parts of every district, inscribed with the names and residences of such surveyors. To the surveyor of any district thus appointed, any £50 householder, or any two £25 householders, may give notice of the dangerous or defective state of the pavement, and require its reparation ; and such surveyor must cause the same to be repaired within a time limited, and in default may be summoned before any two justices of the peace, and ordered to repair the same, and repay the expenses of the summons.

All Water or Gas Companies are required, on every occasion, to give three days' notice to the surveyors before they break up any pavement, except for the purpose of altering the position of or repairing any pipes, stop-cocks, or plugs, or of substituting iron for wooden mains or pipes, in which case they must give such notice within twelve hours from commencing the same, under a penalty of 40s. for every square foot of pavement taken up. All their mains must be of iron, and their service and other pipes of iron, lead, or some durable material ; and no new mains must be laid down during the winter months of December, January, and February, under a penalty of £5 for every foot of pavement taken up or of pipe laid down.

The surveyor of pavements is authorized, under the sanction of the Commissioners, &c. at any time during business hours, between ten and four, to attend at the office of any such companies, inspect the maps or plans of the mains, after two days' notice, and take extracts or copies ; and whenever it appears to such surveyor that any pipe, stop-cock, plug, or other thing belonging to such companies, or any public sewer under the pavement, is broken or changed, he must give immediate notice thereof to the proper company, or to the Commissioners of Sewers, as the case may be, requiring the same to be examined, and, if needful, repaired, altered, or renewed, and the ground replaced within forty-eight hours afterwards, and the fact reported to the surveyor within twelve hours after it is completed, under a penalty of £5 for the first offence, £8 for the second, and £10 for every other ; and such companies, in case the works requiring reparation turn out not to belong to them, are bound, under the like penalties, to transmit the original notice to the real company owning the same, within twenty-four hours after receiving it, and may then receive compensation for the trouble caused by the mistake. All labours of the companies in the public streets are to be performed under the reasonable orders of the Commissioners as to time, the removal of materials, &c., under the last-named penalties ; and these bodies are to provide bars, posts, rails, ropes, watchmen, and lanthorns, to protect the public from accident during the time the ground is excavated by them, under the penalty of £5. Mains neglected may be repaired by the Commissioners, and the companies sued for the expenses.

Pavements taken up by Gas or Water Companies, or by any other persons, must be properly repaired by the pavmour or mason of the Commissioners, to the satisfaction of their surveyor ; and all the charges and expenses, being duly certified by the proper officers, must be paid by such company or persons within two months after demand ; and on neglect thereof, Commissioners may recover double the amount of

such charges and expenses by a warrant of distress, or before the Court of Requests, or by action in the superior courts. And the taking up of any pavement, by other than Water or Gas Companies, as aforesaid, subjects the offender to a penalty of £5, and not exceeding £10, for every square foot so taken up. Commissioners may erect posts of wood, stone, or iron, in the streets, for preventing accidents, and any person wilfully or carelessly damaging the same, is subject to a penalty of 40s., and not exceeding £10, in addition to repairs and costs.

Commissioners may appoint scavengers, who are required to remove dust and ashes, &c., from the inhabitants' houses, on penalty of 40s., and have a right to the dust and ashes from the houses, provided they come into the street for the purpose within seven days from their last appearance there, or twenty-four hours after notice; in default whereof, such dust, &c. may be given or sold to any one else. No scavenger or any other person must sweep any slop, mud, dirt, dust, rubbish, ashes, or filth, or soil found in the streets, or any slop, mud, &c., over any sewer-grating, or into any common drain or sewer, under a penalty of £5.

Every occupier of a house, stable, &c., must sweep the footway-pavement clean during frost and snow in front of his premises, before ten o'clock of every morning, under a penalty of 10s.; and any person beating carpets, driving or riding horses for the purpose of breaking them in, or exposing them for sale, or throwing, casting, or laying, or committing to be thrown, &c., any ashes, dust, dirt, rubbish, offal, dung, soil, blood, or other filth or annoyance, or any matter or thing, in or upon any carriage or foot-way pavement, in any street or public place; or killing, slaughtering, scalding, dressing, or cutting up any beast, swine, calf, sheep, lamb, or other cattle, in or near any street, so that blood or filth shall run over or on the same; or rolling down or placing in any footway-paving any waggon or other carriage, or any wheel, wheelbarrow, or hogshead, &c., or wilfully driving any horse, ass, or other animal on the footway-pavement, is liable to forfeit 40s., or not more than £5 for such offence, of which half shall be paid to the informer: one witness is sufficient, and offenders may be taken into custody, and carried before a justice by any one witnessing the offence.

Any person placing any chopping-block, stall-board: show-board, baskets, casks, or any kind of goods, or hooping, cleansing, &c., any pipe or barrel, on any part of the carriage or foot-way in any street or public place, or setting or placing any coach, wain, waggon, dray, or other carriage, (excepting hackney-carriages duly licensed,) on any carriage-way, excepting for the necessary time of loading or unloading the same, or placing any materials or things for building, or any other things whatsoever; or hanging out any meat or offal, or other matter or thing, from the house over the pavement, or over any area of such house, or placing out any garden or other pots, (except the same be, to the satisfaction of the Commissioners' surveyor, perfectly secured from falling,) or other thing over or next to the street or public place, and not removing all such things when required by the Surveyor or the Commissioners to do so, or having so removed again replacing the same, are subject, for the first offence to a penalty of 40s., and for every other to a penalty of £5, one witness being sufficient; and any officer of the Commissioners may seize such things or goods so placed, and if the same be portable articles of food, they become forfeited, and must be at once delivered to the churchwardens or overseers of the poor, or to the master of the workhouse in the parish or district where seized; and if not perishable, must be taken to the green-yard or pound, and if not claimed, and the expenses paid, within five days, they may be sold as other distresses.

Commissioners, &c. may, upon complaint to them, that the same is a nuisance, order any hogstye, slaughter-house, horse-boiling establishment, or necessary-house, to be forthwith removed; and if not so removed in seven days after notice, the parties are liable to fine of £10, and to be indicted at the next sessions for a common nuisance. Swine found wandering in the streets, or kept in any place within forty yards of any street or public place, may be seized as forfeited, and their owners, &c., are besides liable to a fine of 40s. Lime must not be slaked in any street or public place, except within a hoard duly licensed by the Commissioners, under penalty of 40s., and not exceeding £5.

Cellar entrances, area-windows, coal-plates, &c., must be properly secured to the satisfaction of Commissioners, and not kept open (except for reasonable time while in use,) on penalty of 40s., and not exceeding £5, together with the expenses of such repairs as the Commissioners may order. And the same regulation applies to

openings in the ground for building vaults, foundation walls of houses, &c. Commissioners may likewise regulate all projections on the pavements, or signs, fronts, bulks, &c., and may remove such as they deem inconvenient to the public, and obstructive of light and air, under a penalty of 40s., and not exceeding £5, for refusal, after notice, to alter such things to the Commissioners' satisfaction.

The slop and night-carts are regulated in nearly the same terms as by the City Sewers' Act; and the written consent of the surveyor is required for the erection of hoards, or the same may be removed, and the offender becomes liable to a penalty of 10s. for every day during which they have been up.

Commissioners are empowered to order the streets to be watered, and to levy a rate for that purpose, but not without the consent of three-fourths of the inhabitants. They are also empowered to stop up courts, alleys, or places which have become dangerous or offensive, after being ordered by any two or more justices, and with the written consent of the owners of the property adjoining to four parts in the five in length of such court or alley, subject to appeal if required; and no court or place can be stopped if in so doing any owner of any house or tenement, or land therein, is prevented from passing freely to and fro.

For the improvement of the streets, and public places in the parochial or other districts, within the jurisdiction of this Act, and for the public advantage, Commissioners or Trustees of paving within the district are empowered to alter, widen, turn, or extend any of the streets or other public places, within any such parochial or other district, (except turnpike-roads,) and to lengthen and continue or open the same, from the sides or ends of any streets or public places, within any parochial or other district, into any other street or public place, and to raise, level, lower, drain, ballast, gravel, or pave such new part or parts of any such streets or public places, so altered, widened, extended, opened, or lengthened; and if any houses, walls, buildings, lands, tenements, and hereditaments, or any part thereof, be adjudged by the said Commissioners or Trustees, or other persons as aforesaid, to obstruct or prevent them from effecting such improvement, and the possession of such houses, &c., be necessary for the purpose of effecting it, such Commissioners or Trustees may contract, by themselves or their agents, with the owners and occupiers for the same, and pay for it out of the rates; and the usual provisions are added for enabling incapacitated persons to convey, and for issuing a precept and impannelling a jury, in case of dispute, &c., as in other Improvement Acts.

An express saving of all the existing powers and regulations is granted to the turnpike-road trusts, the Marquis of Camden's and Lord Somers's estates in St. Pancras, the parishes of St. John, Hackney, and St. Mary, Islington, the Westminster and Surrey Commissioners of Sewers, the estates of the collegiate church of St. Peter at Westminster, and the Commissioners named under the 56th of George III., c. 128, in regard to all projections in the new improvements of Regent Street and the Regent's Park.

Street Regulations of the Police Acts; still leaving the Metropolis in its various parts, under Three Different Codes.

Many of the provisions of this important statute are enforced throughout the Metropolitan Police District by the Acts of 1839, which regulate the police, as well within the city as without, and by which every person guilty of the following offences against public decency and cleanliness in the streets, whether in the City or in any other part of the Metropolis, is subjected to a penalty not exceeding 40s. for every offence, and may be arrested by any police constable, or by any person injured or annoyed by their commission:—

1. Every person who in any thoroughfare shall burn, dress, or cleanse any cork, or hoop, cleanse, fire, wash, or scald any cask or tub, or hew, saw, bore, or cut any timber or stone, or slack, sift, or screen any lime:

2. Every person who shall throw or lay in any thoroughfare any coals, stones, slates, shells, lime, bricks, timber, iron, or other materials (except building materials, or rubbish thereby occasioned, which shall be placed or inclosed so as to prevent any mischief happening to passengers) :

3. Every person who in any thoroughfare shall beat or shake any carpet, rug, or mat (except door-mats before the hour of eight in the morning), or throw or lay any dirt, litter, or ashes, or any carrion, fish, offal, or rubbish, or throw or cause any such thing to fall into any sewer, pipe, or drain, or into any well, stream, or water-course, pond or reservoir for water, or cause any offensive matter to run from any manufactory, brewery, or slaughter-house, butcher's shop, or dunghill, into any thoroughfare, or any uncovered place, whether or not surrounded by a wall or fence; but it shall not be deemed an offence to lay sand or other materials in any thoroughfare in time of frost to prevent accidents, or litter or other materials to prevent the freezing of water in pipes, or in case of sickness to prevent noise, if the party laying any such things shall cause them to be removed as soon as the occasion for them shall cease :

4. Every person who shall empty or begin to empty any privy or pigsty between the hours of six in the morning and twelve at night, or remove along any thoroughfare any night-soil, soap lees, ammoniacal liquor, or other such offensive matter, between the hours of six in the morning and eight in the evening, or who shall at any time use for any such purpose any cart or carriage not having a proper covering, or who shall wilfully or carelessly slop or spill any such offensive matter in the removal thereof, or who shall not carefully sweep and clean every place in which any such offensive matter shall have been placed, slopped, or spilled ; and in default of the apprehension of the actual offender the owner of the cart or carriage employed for any such purpose shall be deemed to be the offender : Provided always, that this enactment shall not be construed to prevent the Commissioners of Sewers of the city of London and the liberties thereof, or any person acting in their service or by their direction, from emptying or removing along any thoroughfare at any time the contents of any sewer which they are authorized to cleanse or empty :

5. Every person who shall keep any pigsty to the front of any street, not being shut out from such street by a sufficient wall or fence, or who shall keep any swine in or near any street, or in any dwelling, so as to be a common nuisance :

6. Every occupier of a house or other tenement who shall not keep sufficiently swept and cleansed all footways and watercourses adjoining to the premises occupied by him ; and if any tenement be empty or unoccupied the owner thereof shall be deemed the occupier with reference to this enactment :

7. Every person who shall expose any thing for sale in any park or public garden, unless with the consent of the owner or other person authorized to give such consent, or upon or so as to hang over any carriageway or footway, or on the outside of any house or shop, or who shall set up or continue any pole, blind, awning, line, or any other projection from any window, parapet, or other part of any house, shop, or other building, so as to cause any annoyance or obstruction in any thoroughfare :

8. Every person who to the danger of passengers in any thoroughfare shall leave open any vault or cellar, or the entrance of any thoroughfare to any cellar or room under ground, without a sufficient fence or hand-rail, or leave defective the door, window, or other covering of any vault or cellar, or who shall not sufficiently fence any area, pit, or sewer left open in or adjoining to any thoroughfare, or who shall leave such open area, pit, or sewer without a sufficient light after sunset to warn and prevent persons from falling thereto.

A reference, also, to the previous list of offences, which the Police Acts subject to the like penalty, summarily inflicted, will show how completely, by successive steps, the old street regulations of the City have been incorporated into the system of the Metropolitan police at large; whether those enforced by ancient ordinances, or those which have grown out of the experience of the Commissioners of Sewers. But the existence of some correctional powers and provisions in one part of the Metropolis, such as the City, which have no subsistence within the other districts included under the Paving Act, and the

exemption again, of the more outlying portions of the town from the stringent regulations of this statute altogether, are anomalies much to be regretted, though to define them in detail would be a hopeless task. The statutes which we have cited, however, show a great progress in assimilation; and a board of modern institution, uniting a number of petty trusts, is so important an example of what may be effected by their further aggregation, as to demand an especial notice.

Metropolitan Roads; a favourable instance of Consolidation.

The preceding list of local trusts for the management of the streets and roads independent of parochial authority, is seen to comprise a number of turnpike-road trusts in the suburbs of the Metropolis, on the south side of the Thames, but only two on the north, viz., those of the Commercial and Mile End Roads. This arises from the other trusts on the north side, formerly fourteen in number,—viz., those of Kensington, Brentford, Isleworth, Uxbridge, Marylebone, Harrow, Kilburn, Highgate and Hampstead, City Road, Stamford Hill, Old Street, Hackney, Lea Bridge, and Camden Town,—having been consolidated in 1827 by the local Act of the 7th of George IV., c. 142, and placed under the Metropolitan Road Commissioners. Under this statute, the "Commissioners of the Metropolis Roads north of the River Thames," are, the members for the city of London, the county of Middlesex, and the city of Westminster, Lord Viscount Lowther, and thirty-nine other noblemen and gentlemen, at first specially named in the Act. This Board supplies vacancies in its own number, when any occur by death or resignation; and its members are constituted by the statute Commissioners for making, amending, widening, improving, repairing and keeping in repair, cleansing, lighting, watching, and watering, pursuant to the terms of the general Turnpike Acts and of the several local Acts of the trusts which they have superseded, the several districts of roads the property of which is thereby vested in them.

The Act is very voluminous. It contains a complete code of street regulations, and even empowers the Commissioners to levy rates on the neighbouring inhabitants to defray in part the cost of watching and lighting; but the former service is now performed by the new police, and the latter has recently been in great part relinquished, in preference to using this power of taxation.

Special clauses protect from any interference on the part of the Commissioners, the several paving boards with which they come in contact in the parishes of St. Marylebone, St. Pancras, and St. Luke; and likewise preserve all the existing powers of the Commissioners of Sewers, and the Imperial Gas Company. The length of the Metropolis roads under the management of the Commissioners is 129 $\frac{1}{4}$ miles; and the whole have been, from the date of the consolidation of their trusts, under the superintendence of Sir James Mc.Adam, as General Surveyor of the Metropolis Turnpike Roads north of the Thames, with an inspector, and nine sub-surveyors as assistants under him. The Board meets about twenty times a year, with an average attendance of ten members; and there are likewise committee meetings. The aggregate debt of the former trusts, which devolved upon the Commissioners, was no less than £127,050 13s. 5d., being a mortgage debt of £84,628 1s., a floating debt of £20,554 8s., and annuities amount-

ing to £1150, redeemed for £21,868 4s. 5d.; and yet the last letting of the tolls previous to the consolidation produced a revenue of £78,283 1s.

The Commissioners, with only £810 to meet these liabilities, were soon, however, enabled to remove all the gates which obstructed the very streets of the town, and yet retain a revenue sufficient, not only to bring the roads from a very imperfect state to a condition of great excellence, but also steadily to reduce the amount of their debt. In fact they retained only so many gates as would, with the arrangement most convenient to the public, continue to produce the former revenue of the trusts, viz., between £75,000 and £80,000. In 1838, alone, it exceeded this limit, the tolls letting for £83,497; but from this time the transfer of traffic from the turnpike-roads to the railroads, began to make serious inroads upon the revenue which the diminished number of gates was producing, insomuch that in 1840 it had declined to £67,475, showing a falling off to the amount of £16,000. By a trifling alteration in the mode of letting the tolls, in the shape of a resolution to collect them by their own servants, if they were not sold on the day of letting, all the tolls have, however, since 1843, been let at small advances; so that their total produce, which, in the last-named year was only £66,187 7s. 5d., was increased in that ended at Lady-day, 1845, to £66,414 19s. 5d.

Under these circumstances, the Commissioners found it incumbent on them to contract their expenditure; and with this view, after duly considering the nature of the various branches of service for which they had to provide, they resolved to relinquish the expense of lighting the roads, which presented, in their opinion, the most appropriate field for reduction, being an accommodation more to the parties living by the sides of the roads than to the general traveller, and moreover a service performed at the discretion of the Commissioners, and not imperatively imposed upon them by their Act. They considered, therefore, that this expense might be transferred to the respective parishes which comprise the main lines of road lighted by this Commission; and sent letters to such parishes, stating their intention to cease lighting the said roads, so soon as the several parishes should have had time to make any arrangements for lighting which they might deem necessary. In order, however, to afford every facility in their power to those parishes which might be willing themselves to perform this service, under the powers of the Act of the 3rd and 4th of William IV., c. 90, the Commissioners offered them the gratuitous use of their lamps, posts, and fittings; and before the time fixed for the Commissioners ceasing to light, at Michaelmas, 1841, all the parishes to which the letters were sent, assumed the lighting of the turnpike-roads, with the exception of those on the first and second districts, viz., the Kensington and Brentford Roads, which continued for a considerable time to be unlighted.

The materials, implements, &c., possessed by the Commissioners at Lady-day, 1845, were, 1660 yards of granite, 980 yards of flints, 1540 yards of gravel, 121 water-carts, 145 pumps, 42 stand-posts, 220 wheelbarrows, 126 sieves, 113 planks, 260 shovels, 247 pickaxes, 306 scrapers, 204 rakes, 10 tool-houses, 39 gates, 66 side-bars, 23 clocks, 160 pieces of furniture, 1 roller, 73 lamps, 49 lamp-posts, and 41 sundries.

General Account of the Receipt and Expenditure on the Metropous Turnpike Roads, for One Year, to the 25th March, 1845.

RECEIPT.

	£ s. d.	£ s. d.
Balance on the 25th March, 1844.....	5,164 6 4

ORDINARY.

Tolls	66,414 19 5
Composition from the City of London.....	48 10 10
On account of the Rents of Estates; viz.:—	
Harrow School..... £3,000 0 0	
Brewers' Company 99 2 10	<u>3,099 2 10</u>
Composition from the Magistrates of Middlesex, for the Repair of Roads over County Bridges: one year to 31st December, 1844	<u>300 0 0</u>
Total Ordinary 69,862 13 1

EXTRAORDINARY.

From Gas and Water Companies and others, for Repair of Roads opened by them	569 12 5
From inhabitants of Edmonton, in contribution of cost of improved Drainage; re-payment for in- juries to Toll-gate, and Rent of Premises.....	<u>22 11 8</u>
	592 4 1
From Sale of Land, and Balance of Money issued for purchase returned.....	<u>20 0 0</u>
	<u>£75,639 3 6</u>
Balance <u>£4,580 14 4</u>

EXPENDITURE.

	£ s. d.	£ s. d.
ORDINARY.		
For the Maintenance of the Roads:		
Day Labour, including men at pumps during the watering season, and £36 11s. 10d. in the hands of J. Oniens, Sur- veyor, deceased	£9,590 7 1	
Digging Gravel, and preparing materials by Contract.....	<u>1,831 2 6</u>	11,421 9 7
Team Labour, including Watering	9,219 13 9
Materials, including Freightage, Wharfage, &c., viz.		
Flints	£5,950 11 9	
Gravel.....	5,474 12 11	
Granite and Hard Stone	13,031 12 9	
Wharfage	<u>289 3 9</u>	24,746 1 2
		45,387 4 6
Carried forward	<u>£45,387 4 6</u>	

	<i>£ s. d.</i>	<i>£ s. d.</i>
Brought forward.....	45,387 4 6	
Tradesmen's Bills, viz.		
Implements	£278 1 6	
Wheelwrights, including repair of Water-carts	640 0 2	
Smiths	259 18 2	
Carpenters	448 17 8	
Bricklayers	449 12 7	
Plumbers, including repair of Pumps and Stand Posts.....	252 2 2	
Paviers	356 16 0	
	2,685 8 3	
Rent and Taxes of Wharfs, Dépôts, &c., viz.		
Rent	£500 17 6	
Taxes	52 15 1	
	553 12 7	
West Middlesex, Chelsea, Grand Junction, New River, Hampstead, and East London Water- work Companies, for Water for the Roads, season 1844		
	962 15 7	
Lighting, Turnpike-gates, &c.		
	529 4 0	
Fencing—Repairs		
	14 2 6	
Drain-pipes and Tiles, and Contribution to Works executed by other parties		
	182 2 9	
Sundry incidental Expenses for the Roads		
	24 5 6	
	4,951 11 2	
For the Establishment:		
Salaries: Secretary, Clerks, Surveyors, and Office-keeper		
	3,355 18 8	
Commission on amount collected from Water and Gas Companies and others, for Repairs of Roads.....		
	14 19 11	
Rent and Taxes of Office, viz.		
Rent	£265 7 11	
Taxes	67 16 10	
	333 4 9	
Advertisements, Printing, Stationery, Stamps, and Postages		
	176 19 10	
Repair of Clocks and Surveyors' Petty Expenses		
	46 19 5	
Repairs and contingent Expenses of Offices, &c.		
	101 19 11	
	4,03 2 6	
Payments to Parishes, being proportions of Amounts received on account of the Rents and Profits of the Harrow School and Brewers' Company Estates		
	724 19 0	
Tolls on hand—Salary to Superintendent, and Toll- tickets		
	66 1 0	
Income and Property Tax, on Interest, Salaries, and Premises rented		
	161 19 10	
Total Ordinary	£55,321 18 0	
EXTRAORDINARY.		
Balance in Repayment of Mortgage of £20,000, part of original Loan of £100,000	9,000 0 0	
Twelfth Instalment in Repayment of the remain- ing portion of Mortgage Debt of £100,000.....	4,000 0 0	
	13,000 0 0	
Carried forward	£68,321 18 0	

	\mathcal{L} s. d.	\mathcal{L} s. d.
Brought forward.....	68,321 18 0	
Six Months' Interest on Balance of Mortgage of £20,000, to Date of Repayment, less income tax	£174 15 0	
One year's Interest on remain- ing portion of Mortgage, less income tax	1,398 0 0	
Parliamentary and Law Expenses.....	1,572 15 0	
Cost and Repairs of Toll-houses and Gates, and for Paint, &c.	178 15 4	
Well-sinking, new Pumps, and Stand Posts	260 18 11	
Tradesmen's Bills, in completing new Bridge, Har- row Road, repair of Lea Bridge, and re-building Wharf Walls	74 4 11	
	368 17 9	2,455 11 11
IMPROVEMENTS.		
Kensington Road, Purchase of Land in Earl's Court-lane, and expense of Conveyance	206 5 4	
Harrow Road, widening Road at Kensal Green, new Church, Tradesmen's Bills, Day Labour, &c.	74 13 11	
	280 19 3	£71,058 9 2

These details are given at the greater length, because they exhibit the working of a system of consolidation which has given universal satisfaction; one which it is much to be regretted, does not embrace the trusts on the south side of the river; and one which, in many of its principles, admits of extension to the crowd of petty paving, cleansing, and lighting boards, which infest the town. This term, harsh as it may appear, does but express the feeling of a great mass of the most respectable rate-payers, who will have no concern in the cabals of bodies so unimportant, at the same time that they are thoroughly discontented with the rates and their expenditure. Besides those who pay them, no one else hears of such bodies as the Commissioners, Trustees, and Vestrymen, who expend them at discretion. The constitution of the Metropolitan Commission of Roads may not be one for imitation in any further consolidation of trusts; but its economy, efficiency, and annual render of accounts to the public at large, are advantages well worthy of general extension. Great service would, indeed, be rendered by the House of Commons provisionally calling for the accounts of all local trusts exercising a power to tax the inhabitants of any district of the Metropolis.